(c) what action Government contemplate to meet the siuation keeping in view the interest of the Indian shipping industry?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Yes, Sir.

(b) As per the report published by Indian National Shipowners Association, the international ocean transport industry has drifted into a serious crisis on account of the adverse developments in the trade, financial and insurance markets as well as in international legislation which have taken place during the recent years.

(c) Government have recently announced liberalisation measures to enable the Indian shipping industry to compete in international ocean transport. The following steps have been taken by Government to increase the tonnage of the Indian Shipping:—

1. Automatic approval is now given for:—

   (i) Acquisition of all categories of ships except crude tankers and OSVs, by Private Shipowning Companies.

   (ii) Sale of ships for further trading/scrapping to a company within India or abroad.

   (iii) Acquisition of ship from an Indian Shipyard; and

   (iv) Acquisition for replacement tonnage.

2. Shipping companies have been allowed to retain sale proceeds of their ships abroad and utilise them for fresh acquisition.

3. Shipping companies have been given freedom to time charter out Indian ships to foreign shipping companies.

4. Shipping companies are allowed to acquire vessels through bare boat charter-cum-demise method.

5. Quarterly Block Allocation Scheme for repair of ships has been dispensed with entirely and Researve Bank of India now releases foreign exchange for ship repair/dry docking and spares for imported capital goods without any value limit.

6. Freight charges on account of movement of fertilizer and petroleum products are now allowed to be paid in convertible currency on par with other commodities.

7. With a view to attracting foreign capital for acquisition of ships, Government have relaxed the minimum percentage of share capital of an Indian company to be held by citizens of India, from 60 per cent to 49 per cent as per Section 21 (ii) (b) of Merchant Shipping Act 1958.

Persons killed under Red Line and D.T.C. Buses

442. SHRI PRAMOD MAHAJAN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the number of persons killed under Red Line Buses in Delhi in the last six months, give the figures month-wise; and

(b) the number of persons killed under all D.T.C. Buses in Delhi in corresponding month last years?

HE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) 75 persons died in road accidents involving Red Line Buses between the period 1st January, 1993 to 30th June, 1993 as per details given below :—

Month	No. of persons Killed
January 1993	8
February, 1993	5
March, 1993	14
April, 1993	13
May, 1993	17
June, 1993	18

(b) 72 persons were killed in road accidents in Delhi under D.T.C. Buses between January, 1992 to June, 1992 as per month-wise details given below:—

Month	No. of persons Killed
January, 1992	11
February, 1992	16
March, 1992	10
April, 1992	9
May, 1992	9
June, 1992	17
	72

Development of National Highway from Gooty to Karwar

443. SHRI J. P. JAVALI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that the construction of a National Highway from Gooty in Andhra to Karwar in Karnataka is pending implementation;

(b) if so, reasons for the delay; and

(c) what is the projected time frame to connect National Highway 7 with National Highway 17?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) to (c) The State Government of Karnataka has been representing to the Central Government from time to time for declaration of the road in question as National Highway. However, it has not been possible to do so far want of funds and other priority considerations.

Development of Mangalore and Karwar Ports

444. SHRI B. K. HARIPRASAD: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that the on-going negotiations with the Hyundai Corporation of South Korea for a tie-up with Hindustan Shipyard for its Cochin and Vizag facilities, have broken down and if so, the reasons therefor; and

(b) whether Government would offer alternative proposals to Hyundai for augmenting Mangalore Port facilities and to develop Karwar into an 'A' Class Port and also to set-up a shipbreaking facility in the Karnataka coast